

BookletChartTM

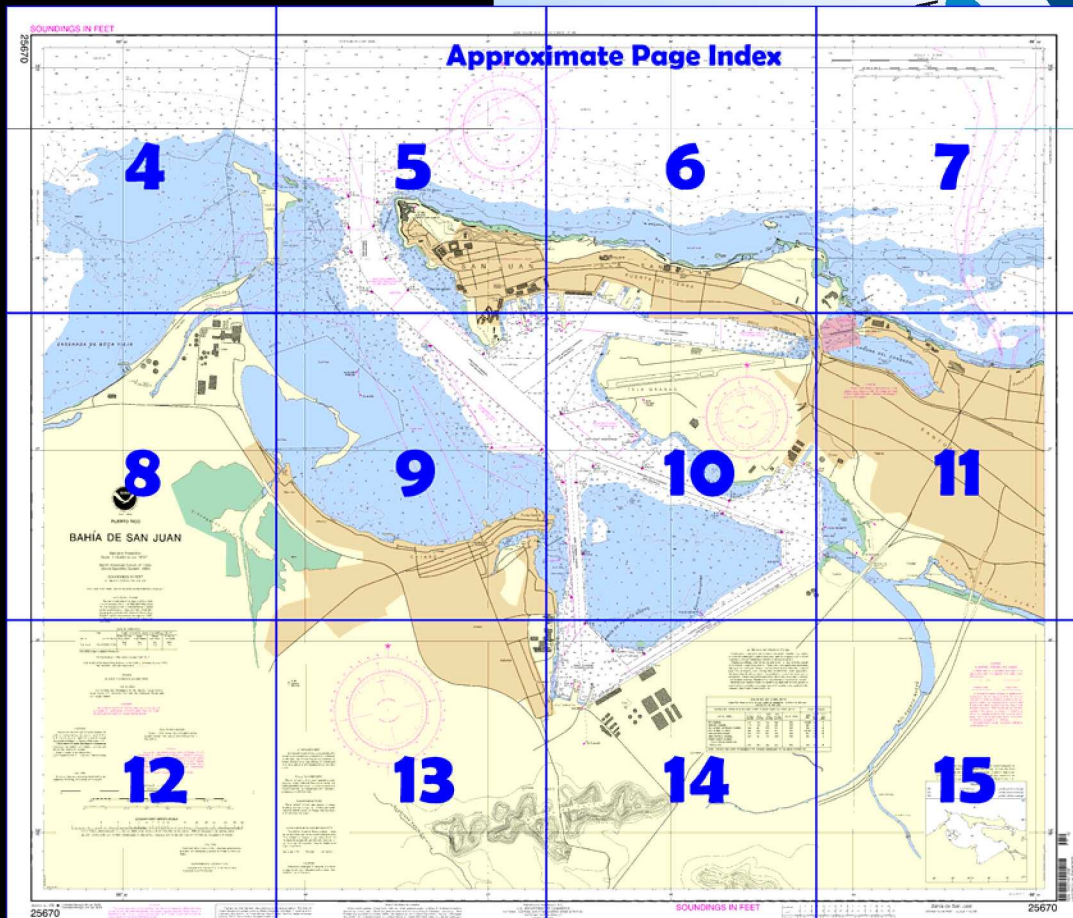
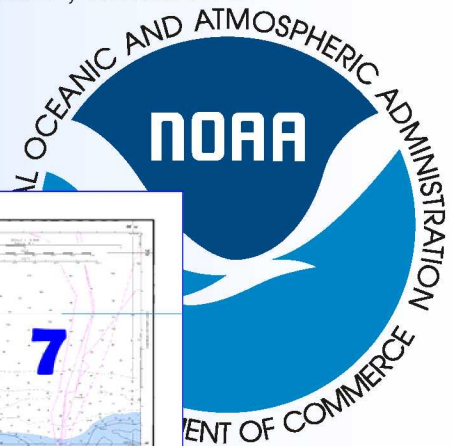
Bahia De San Juan

(NOAA Chart 25670)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

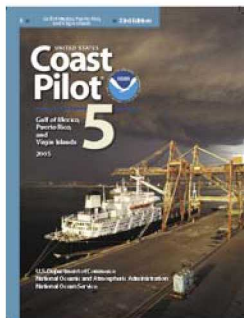
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 13 excerpts]

(179) **Puerto San Juan Light** (18°28'24"N., 66°07'24"W.), 181 feet above the water, is shown from a 51-foot buff tower on the summit of Castillo del Morro.

(183) Bar Channel, the entrance channel to Bahia de San Juan, leads to the deep-draft anchorage SW of Isla Grande, via Anegado Channel; Federal project depth in Bar and Anegado Channels, and the deep-draft anchorage is 40 feet. San Antonio Channel, project depth 35 feet, leads from Anegado

Channel between Isla San Juan and Isla Grande, to the commercial piers and the Navy berthing facilities on the S side of Isla San Juan, and to the Isla Grande marginal wharf and the Seatrain Lines container terminal on the N side of Isla Grande. The Army Terminal Channel leads S from Anegado Channel to the Army Terminal and turning basin, Puerto Nuevo Terminal bulkhead wharves, and to the oil piers at the S end of the

harbor; project depths in the Army Terminal Channel and turning basin are 40 feet. Graving Dock Channel and turning basin, S of Isla Grande, leads from Anegado Channel; project depths in Graving Dock Channel and turning basin are 36 feet. Puerto Nuevo Channel, project depth 39 feet, in the SE part of the harbor, connects Army Terminal Channel with Graving Dock Channel.

(184) The entrance channel and the channels inside the harbor are marked by lighted ranges, lights, and lighted and unlighted buoys.

(185) When approaching the entrance channel (Bar Channel), with quartering and following seas which are especially predominant in winter, speeds of not less than 10 knots are recommended. This requirement for speed permits sufficient time to commence turning into Anegado Channel while maintaining ship control. An additional cause of confusion and groundings is that the N side Anegado Channel markers are not visible, virtually, until the turn into it should already have been commenced. Positive identification of channel marks is imperative.

(188) **Cano de Martín Peña**, at the SE end of Bahia de San Juan, is a narrow slough that connects with lakes and lagoons which extend E for 7 miles. A channel with a reported depth of 3 feet extends 1.5 miles above the entrance. A fixed bridge at the entrance to the slough has a clearance of 21 feet. Two overhead cables about 0.5 mile above the entrance have a least clearance of 31 feet. Two fixed highway bridges 0.75 mile above the entrance have a least clearance of 22 feet. The bridges 1.5 miles above the entrance, the head of navigation, have a least width of 44 feet and a clearance of 7 feet.

(189) General and special anchorages are in Bahia de San Juan. In 1965, a controlling depth of 26 feet was in Anchorage F, on the SW side of Anegado Channel with shoaling to 24 feet in the S 100 yards of the anchorage. A line of mooring dolphins, marked by lights, extends from Isla Grande to just outside the E end of Anchorage E.

(190) **Bajo Colnas**, on the W side of the entrance to Bahia de San Juan, has depths of 18 feet and less extending 700 yards from Isla de Cabras. The shoal area is usually defined by breakers.

(191) **Bajo Santa Elena**, on the E side of the entrance, has depths of 7 to 18 feet extending 200 yards from shore.

(192) Inside the harbor, the areas outside the channel limits marked by buoys are shallow with depths varying from 4 to 18 feet with many shoals having less than 1 foot over them.

(194) The currents along the N shore of Puerto Rico are greatly influenced by the direction and strength of the winds. The prevailing E trade winds generally cause a W drift. In Bahia de San Juan a slight W flow prevails. When N seas set into the harbor entrance, an undertow and surge may be felt as far as San Antonio Channel.

(205) Owing to the swells and currents on the coast of Puerto Rico, especially during the winter northerlies, inbound vessels should steer for a point about 4 miles N of **Punta del Morro**, the NW point of Isla San Juan, before lining up on the entrance to Bahia de San Juan. This precaution permits early adjustments to course and speed while still having sea room to do so. A **187°45'** lighted range and lighted buoys mark the entrance channel into the harbor.

(217) San Juan is a **customs port of entry**.
Coast Guard

(218) A **marine safety office** is in San Juan.

(252) All types of marine supplies are available at San Juan. Water can be obtained at all piers and at anchorage from barges. Bunker fuel oil is available at the Catano Navy Fuel Pier and at anchorage from barges. Gasoline and diesel fuels are available by tank truck.

(254) The Club Nautico de San Juan, at the SE end of Isla San Juan, has limited nonmember berths with electricity, gasoline, diesel fuel, water, ice, and pumpout.

(255) About 200 yards S of the club is a marina with berths, gasoline, diesel fuel, electricity, marine supplies, water, ice, and a 60-ton lift for hull, engine, and electronic repairs.

(256) Small craft usually anchor NW of La Puntilla inside the harbor entrance and E of San Antonio Channel.

Corrected through NM Jul. 30/05
Corrected through LNM Jul. 26/05

Heights in feet above Mean High Water.

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Consult U.S. Coast Pilot 5 for important supplemental information.

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

The National Ocean Service acknowledges the exceptional cooperation received from members of the San Juan Power Squadron, District 33, United States Power Squadrons, for continually providing essential information for revising this chart.

Station positions are shown thus:
 ● (Accurate location) ○ (Approximate location)

For Symbols and Abbreviations see Chart No. 1

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

San Juan, P.R. WXJ-69 162.40 MHz

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the Puerto Rico Datum must be corrected an average of 7.192' southward and 1.400" eastward to agree with this chart.

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Geological Survey and U.S. Coast Guard.

Additional information can be obtained at nauticalcharts.noaa.gov.

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: — — — —

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
San Juan (18°28'N/66°07'W)	feet 1.6	feet 1.3	feet 0.2	feet -1.0

(Mar 2002) Latest available information

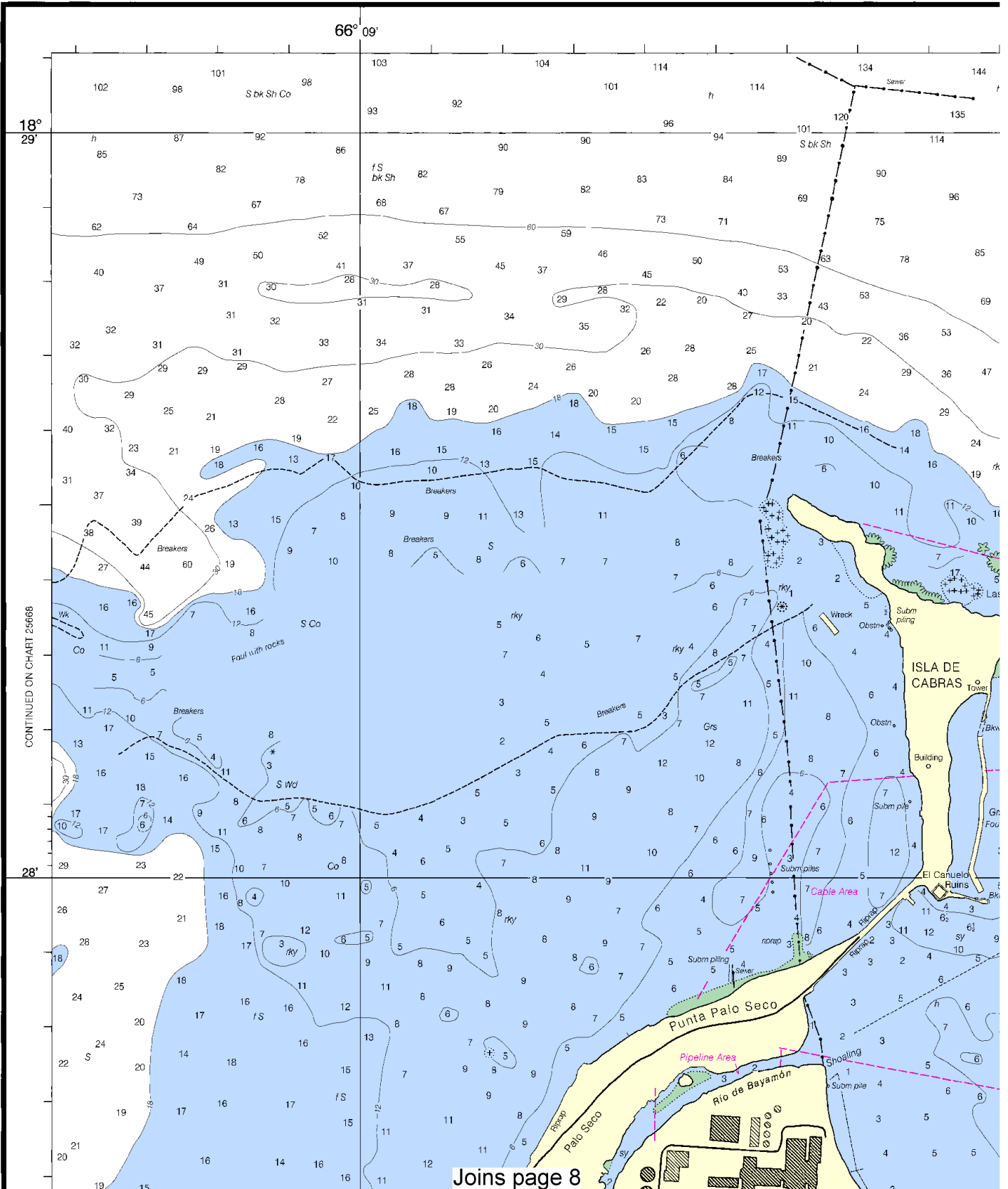
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

BAHIA DE SAN JUAN CHANNEL DEPTHS							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO OCT 2007 AND BY REPORT OF NOV 2006							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW WATER (MLLW)						PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	RIGHT INSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	DEPTH (NAUT. MILES) MLLW (FEET)
BAR CHANNEL	43.8	42.9	43.9	40.9	10-07	800-950	0.92 40
ANEAGED CHANNEL	42.4	42.6	42.9	41.0	10-07	800	1.22 40
SAN ANTONIO APPROACH CHANNEL	37.6	37.5	38.2	34.6	10-07	600	0.52 35
SAN ANTONIO CHANNEL	28.4	33.2	35.8	33.1	10-07	500-900	0.61 30
GRAVING DOCK CHANNEL	32.5	37.6	39.1	37.7	10-07	350	0.87 36
ARMY TERMINAL CHANNEL	32.5	41.7	44.1	42.3	10-07	350	0.87 40
PUERTO NUEVO CHANNEL (TO A POINT IN 18°26'21.9"N, 66°05'21.4"W.)	39.3	40.1	40.5	39.1	10-07	350	0.98 39

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SOUNDINGS IN FEET

25670



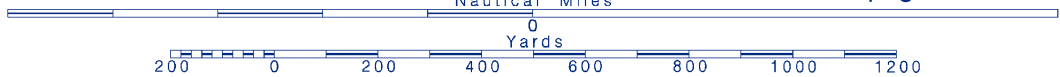
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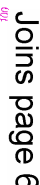


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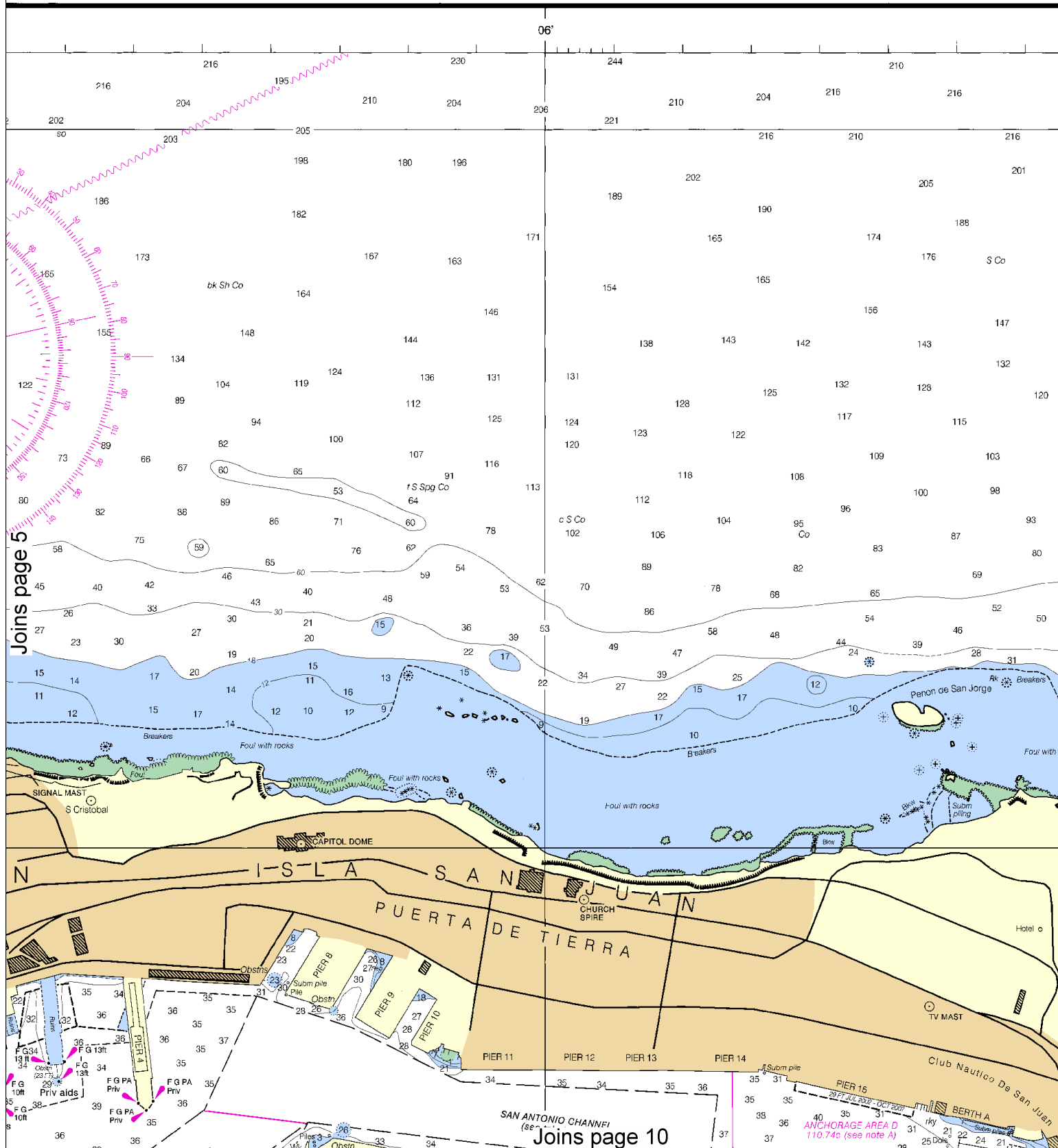
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See Note on page 5.





5

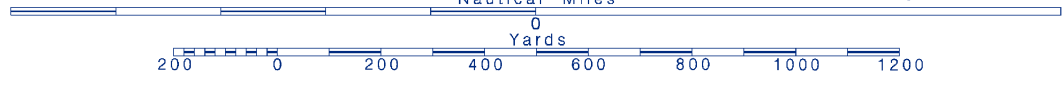


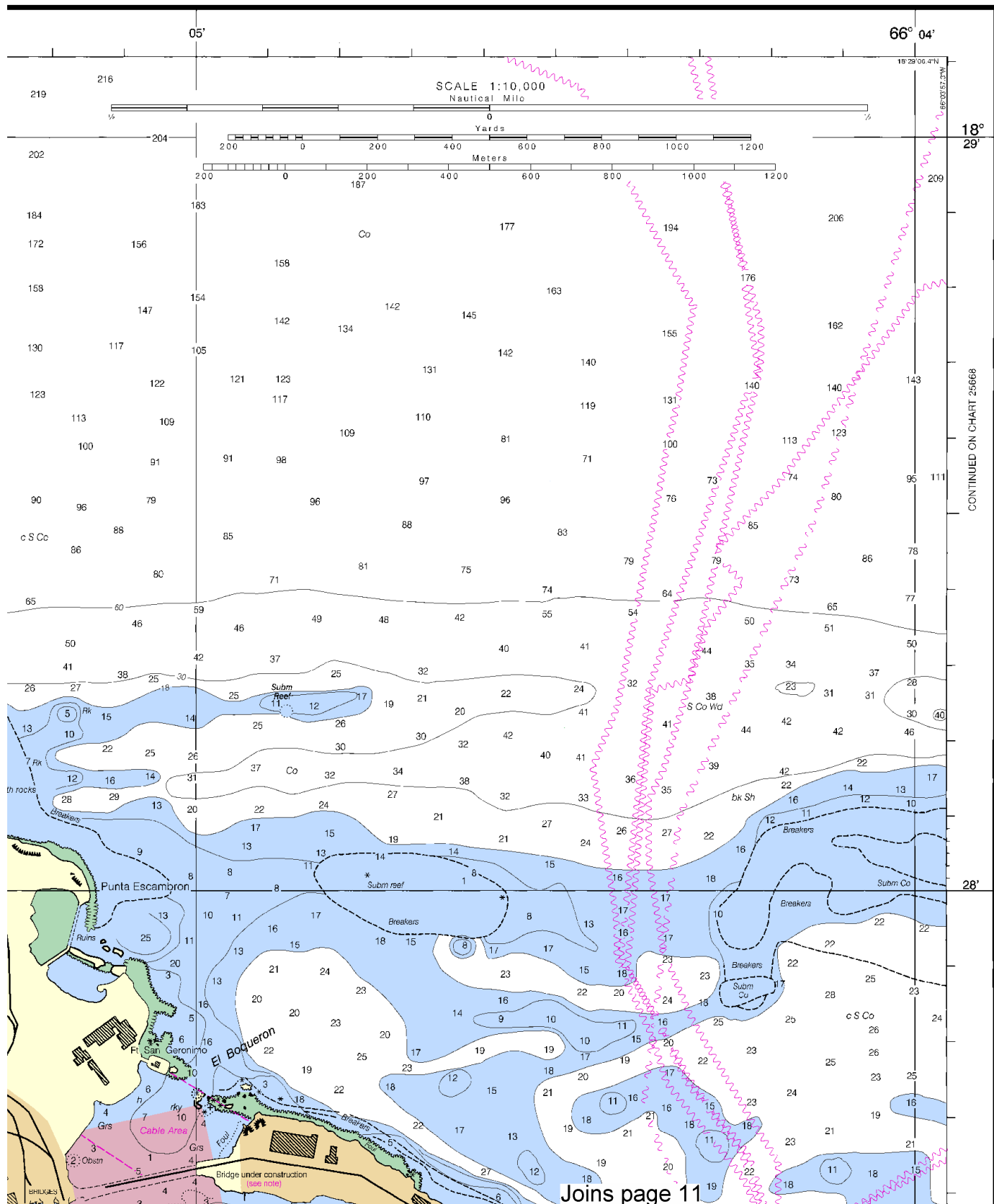
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Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.





This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: n/a .

Joins page 4

ENSENADA DE BOCA VIEJA

Pipeline Area

Rio de Bayamón

Palo Seco

TOWER

Stacks of
TWIN STACKS

Spoil Area

27'



PUERTO RICO

BAHÍA DE SAN JUAN

Mercator Projection
Scale 1:10,000 at Lat. 18°27'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the Puerto Rico Datum must be corrected an average of 7.192" southward and 1.400" eastward to agree with this chart.

Ciénaga de las Cucharillas

Dam
Ra

TIDAL INFORMATION

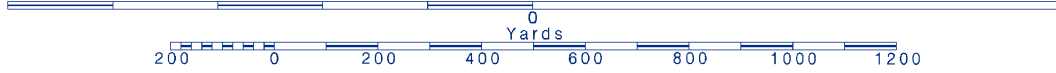
Place Height referred to datum

Joins page 12

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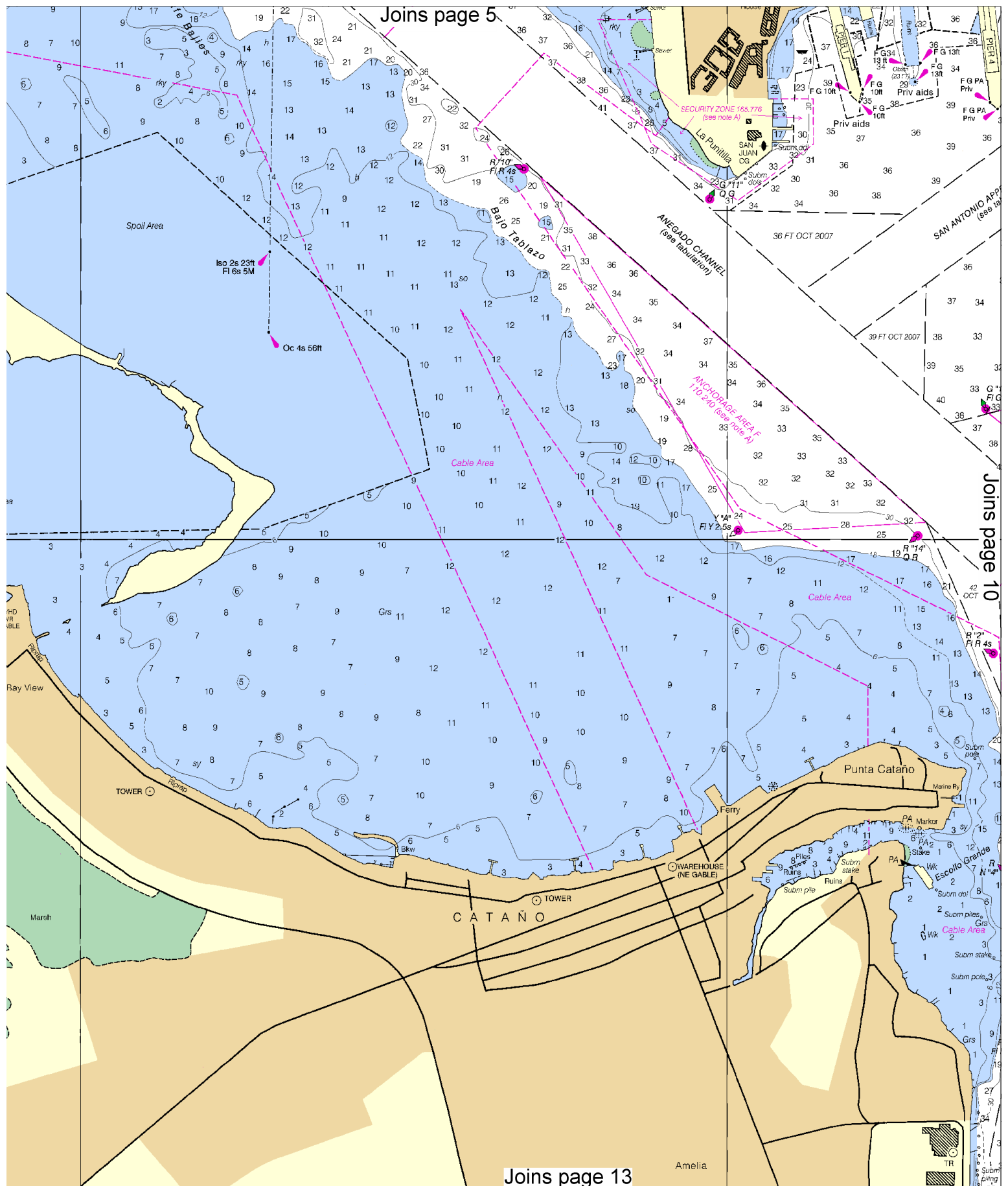
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Nautical Miles

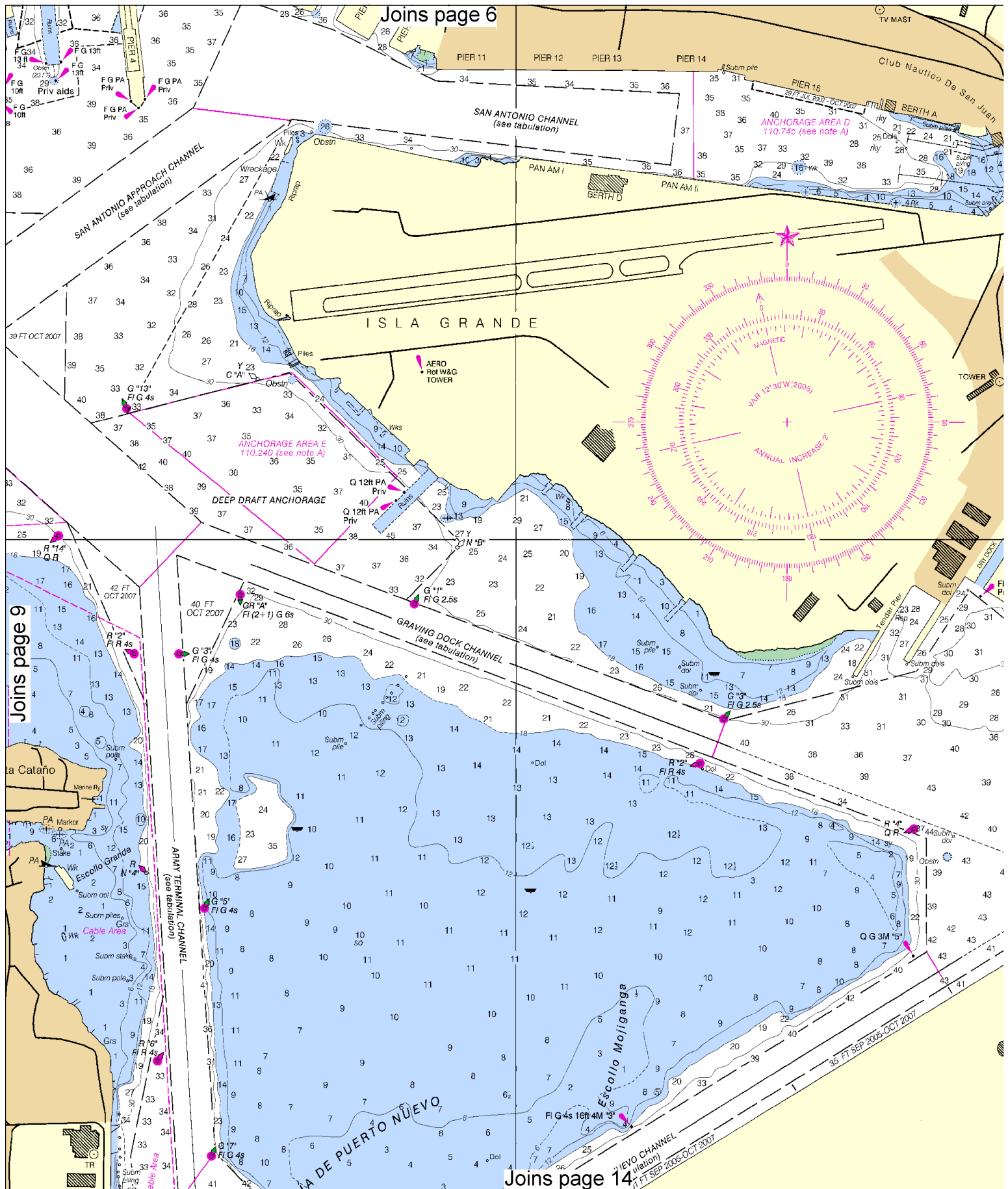
See Note on page 5.



8



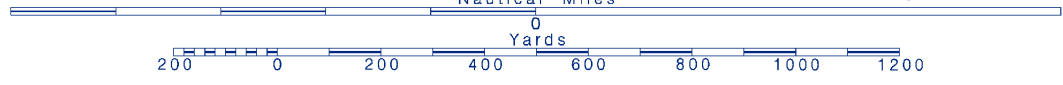


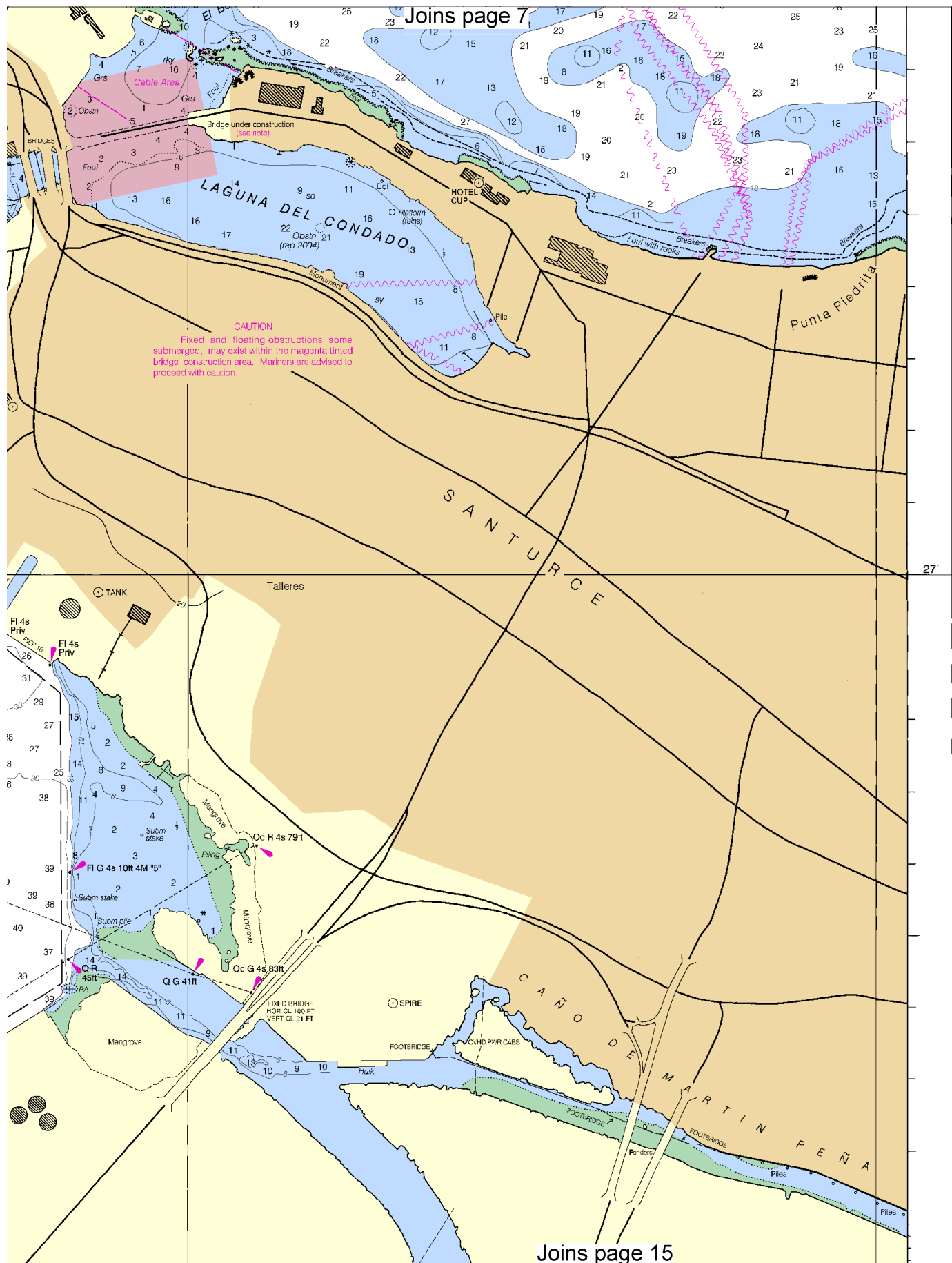


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Printed at reduced scale. — SCALE 1:10,000 — See Note on page 5.





Joins page 8

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TIDAL INFORMATION

Place	Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
San Juan	(18°28'N/66°07'W)	feet 1.6	feet 1.3	feet 0.2	feet -1.0

(Mar 2002) Latest available information

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: - - - - -

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service,
Coast Survey with additional data from the Geological Survey and
U.S. Coast Guard.

WARNING

The prudent mariner will not rely solely on any single aid
to navigation, particularly on floating aids. See U.S. Coast
Guard Light List and U.S. Coast Pilot for details.

CAUTION

Limitations on the use of radio signals as
aids to marine navigation can be found in the
U.S. Coast Guard Light Lists and National
Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial
broadcasting stations are subject to error and
should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◐ (Approximate location)

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for
supplemental information concerning aids to
navigation

NOTE A

Navigation regulations are published in Chapter 2, U.S.
Coast Pilot 5. Additions or revisions to Chapter 2 are pub-
lished in the Notice to Mariners. Information concerning the
regulations may be obtained at: the Office of the Commander,
7th Coast Guard District in Miami, Florida, or at the Office
of the District Engineer, Corps of Engineers in Jacksonville,
Florida.

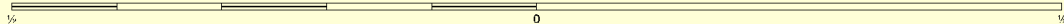
Refer to charted regulation section numbers.

CAUTION

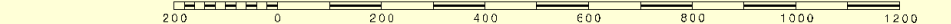
Improved channels shown by broken lines are
subject to shoaling, particularly at the edges.

SCALE 1:10,000

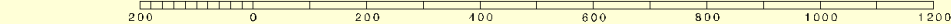
Nautical Mile



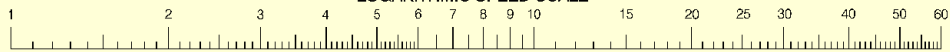
Yards



Meters



LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place
right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

CAUTION

Coral reef limits shown on this chart are approximate
and are not necessarily awash at Mean Lower Low
Water.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important
supplemental information.

43rd Ed., Jul./05

Corrected through NM Jul. 30/05
Corrected through LNM Jul. 26/05

25670

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published
weekly by the National Geospatial-Intelligence Agency and the Local Notice to
Mariners (LNM) issued periodically by each U.S. Coast Guard district to the
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This nautical chart has been designed to promote safe na-
vigation. The U.S. Coast Guard encourages users to submit corrections, addi-
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Service, NOAA, Silver Spring, Maryland 20910-3282).

12



Printed at reduced scale.

SCALE 1:10,000

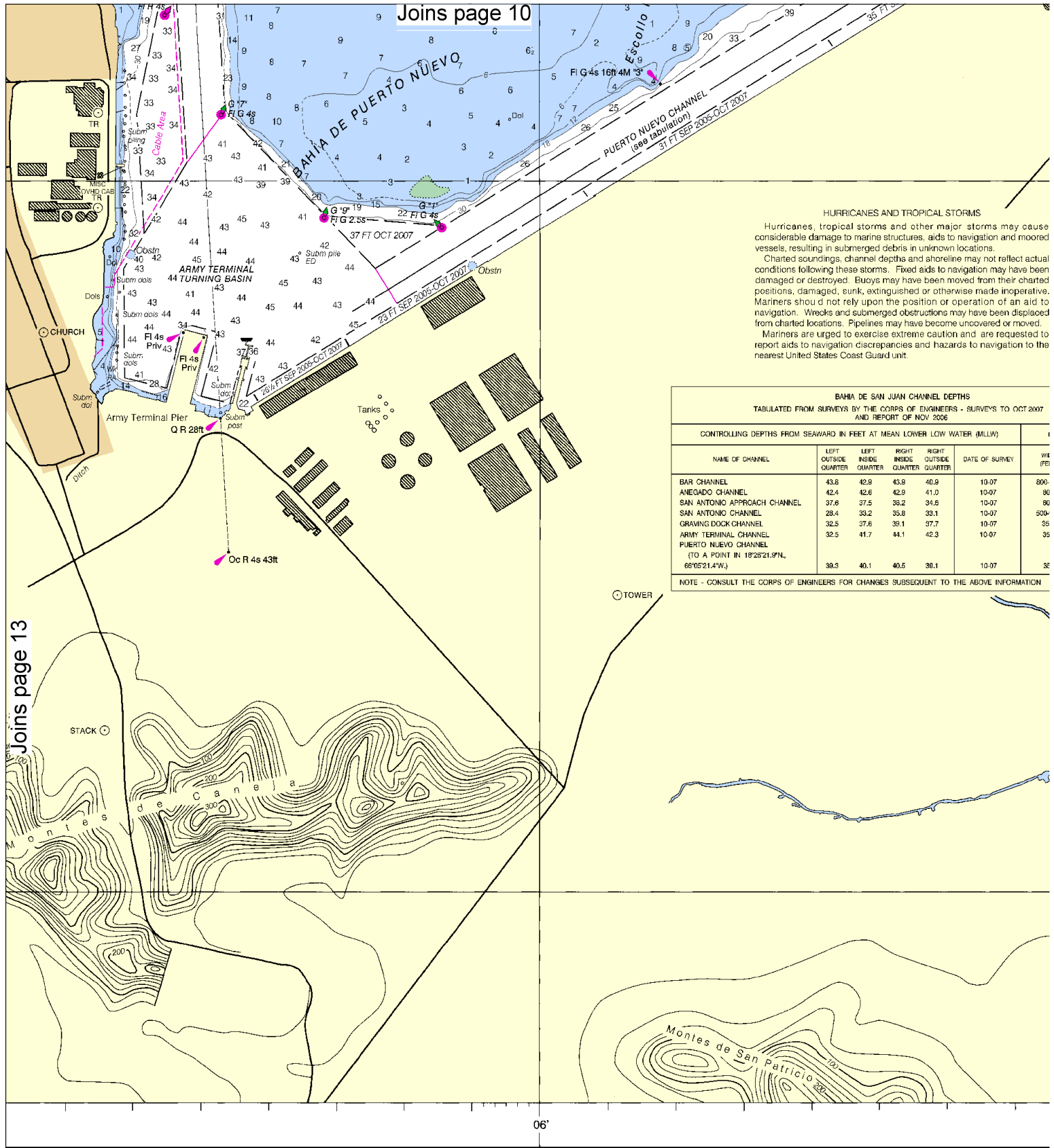
See Note on page 5.



Yards







HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoy may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

BAHIA DE SAN JUAN CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO OCT 2007 AND REPORT OF NOV 2006						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	Wt (FE)
BAR CHANNEL	43.8	42.9	43.9	40.9	10-07	800
ANEAGADO CHANNEL	42.4	42.6	42.9	41.0	10-07	80
SAN ANTONIO APPROACH CHANNEL	37.6	37.5	38.2	34.8	10-07	80
SAN ANTONIO CHANNEL	28.4	33.2	35.8	33.1	10-07	500+
GRAVING DOCK CHANNEL	32.5	37.6	39.1	37.7	10-07	35
ARMY TERMINAL CHANNEL	32.5	41.7	44.1	42.3	10-07	35
PUERTO NUEVO CHANNEL (TO A POINT IN 18°25'21.9"N, 66°05'21.4"W.)	38.3	40.1	40.5	38.1	10-07	35

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Published at Washington, D.C.
DEPARTMENT OF COMMERCE
NAUTIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

FATHOMS	1	2
FEET	6	12
METERS	1	2

14

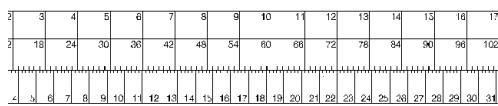
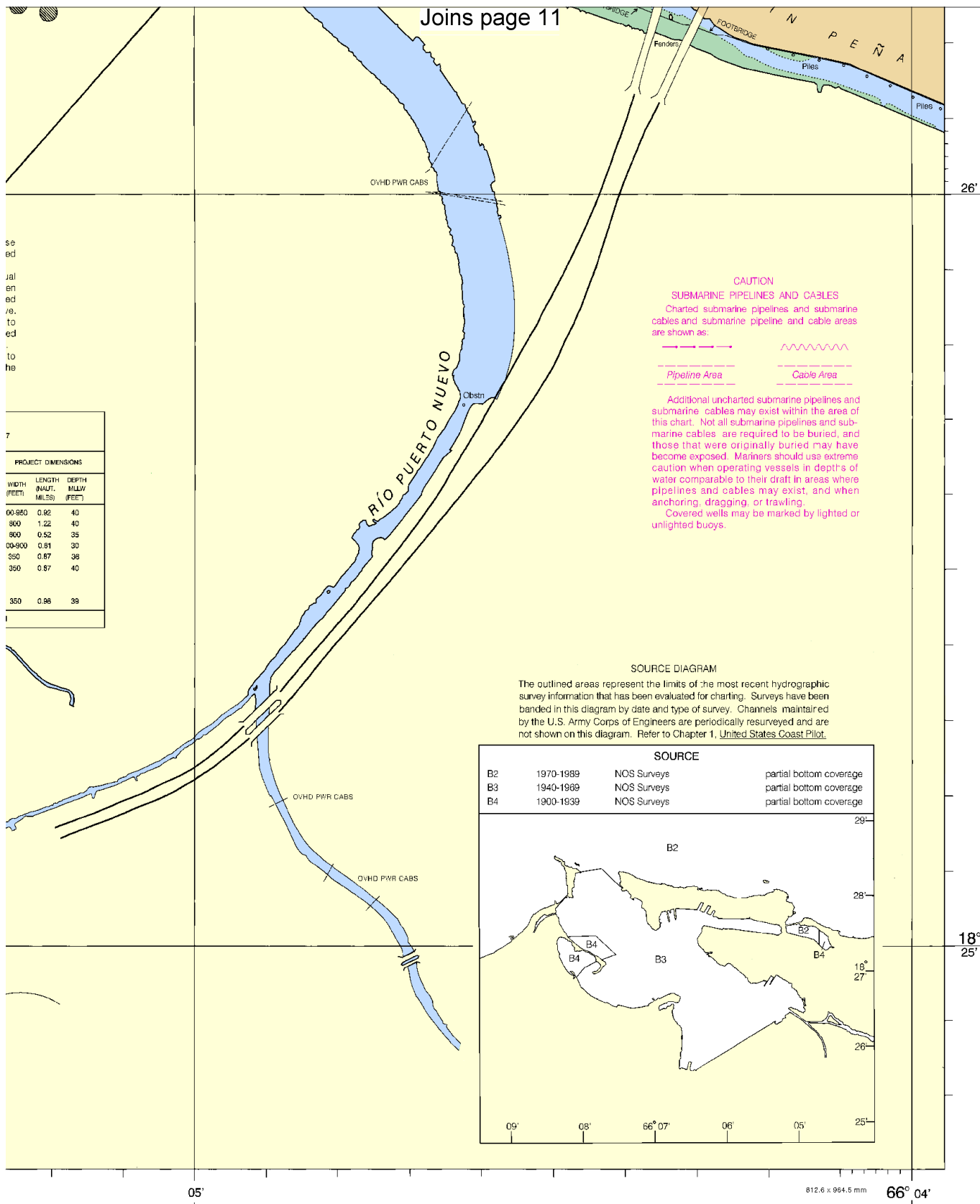


Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.





Bahía de San Juan
 SOUNDING IN FEET - SCALE 1:10,000

25670

ED. NO. 43

NSN 7642014012038
 NSA REFERENCE NO. 25AHA25670

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Puerto Rico – (787) 289-2041

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.